

**§ 236.776 Movement, trailing.**

The movement of a train over the points of a switch which face in the direction in which the train is moving.

**§ 236.777 Operator, control.**

An employee assigned to operate the control machine of a traffic control system.

**§ 236.778 Piece, driving.**

A crank secured to a locking shaft by means of which horizontal movement is imparted to a longitudinal locking bar.

**§ 236.779 Plate, top.**

A metal plate secured to a locking bracket to prevent the cross locking from being forced out of the bracket.

**§ 236.780 Plunger, facing point lock.**

That part of a facing point lock which secures the lock rod to the plunger stand when the switch is locked.

**§ 236.781 [Reserved]****§ 236.782 Point, controlled.**

A location where signals and/or other functions of a traffic control system are controlled from the control machine.

**§ 236.783 Point, stop-indication.**

As applied to an automatic train stop or train control system without the use of roadway signals, a point where a signal displaying an aspect requiring a stop would be located.

**§ 236.784 Position, deenergized.**

The position assumed by the moving member of an electromagnetic device when the device is deprived of its operating current.

**§ 236.785 Position, false restrictive.**

A position of a semaphore arm that is more restrictive than it should be.

**§ 236.786 Principle, closed circuit.**

The principle of circuit design where a normally energized electric circuit which, on being interrupted or deenergized, will cause the controlled func-

tion to assume its most restrictive condition.

**§ 236.787 Protection, cross.**

An arrangement to prevent the improper operation of a signal, switch, movable-point frog, or derail as the result of a cross in electrical circuits.

CROSS REFERENCE: Ramp, see § 236.744.

**§ 236.788 Receiver.**

A device on a locomotive, so placed that it is in position to be influenced inductively or actuated by an automatic train stop, train control or cab signal roadway element.

**§ 236.789 Relay, timing.**

A relay which will not close its front contacts or open its back contacts, or both, until the expiration of a definite time intervals after the relay has been energized.

**§ 236.790 Release, time.**

A device used to prevent the operation of an operative unit until after the expiration of a predetermined time interval after the device has been actuated.

**§ 236.791 Release, value.**

The electrical value at which the movable member of an electromagnetic device will move to its deenergized portion.

**§ 236.792 Reservoir, equalizing.**

An air reservoir connected with and adding volume to the top portion of the equalizing piston chamber of the automatic brake valve, to provide uniform service reductions in brake pipe pressure regardless of the length of the train.

CROSS REFERENCE: Rocker, see § 236.755.

**§ 236.793 Rod, lock.**

A rod, attached to the front rod or lug of a switch, movable-point frog or derail, through which a locking plunger may extend when the switch points or derail are in the normal or reverse position.